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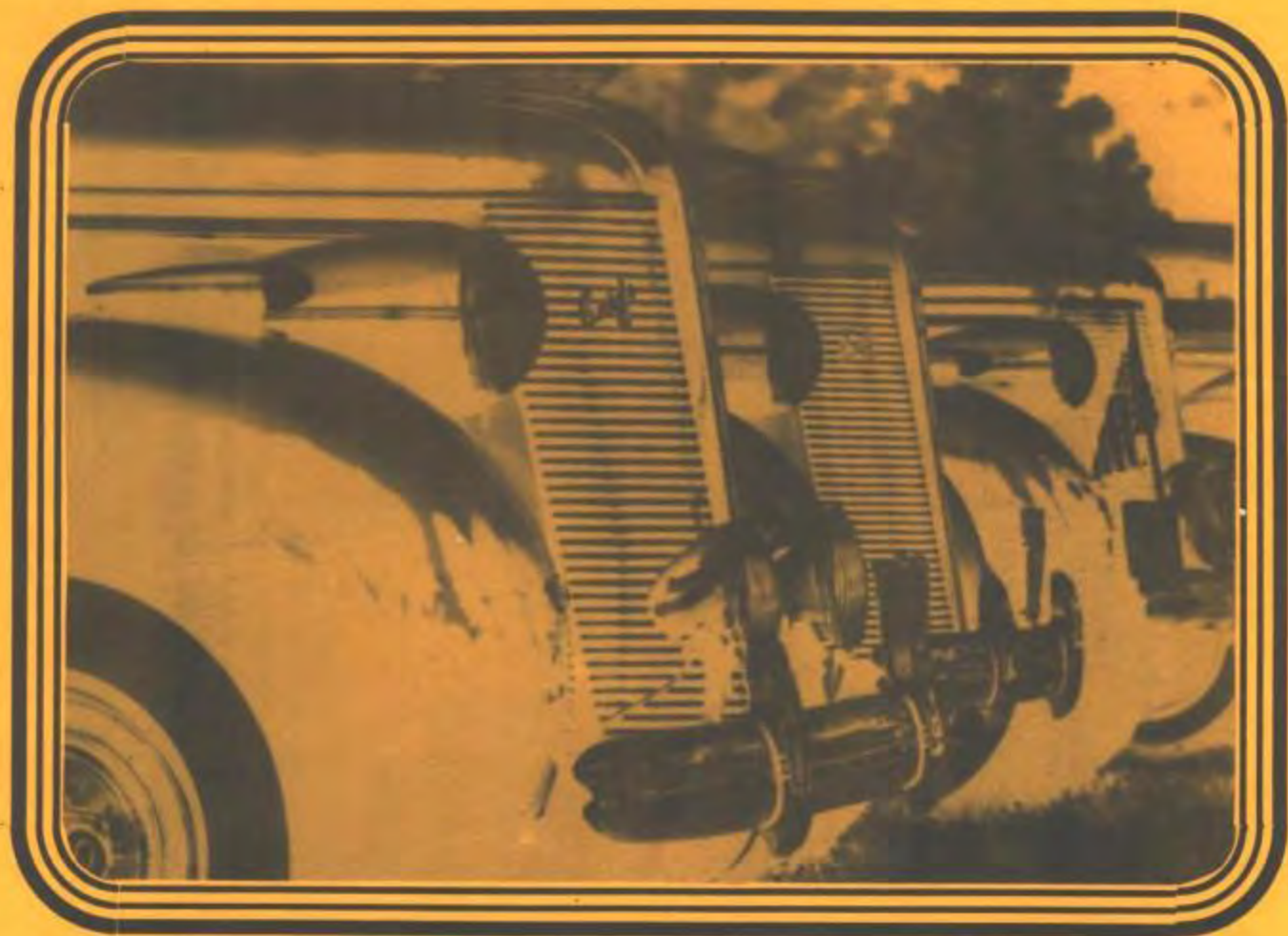
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THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume VII • Number 1



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VOL. VII «OCTOBER 1988» NO. 1

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

• Club News •

As a consequence of Vol. VI, No. 9 being late, a number of members fell into confusion around the end of August and telephoned me about renewal of membership. Others sent checks without being asked or reminded, fearful their memberships had lapsed in the dark of night. All who sent payment before getting a Renewal Notice assumed—correctly—that the 1988-89 dues would be the same as 1987-88. However, not everyone who did this remembered accurately that the one-year amount is \$28.00. Rather than fuss with this, I decided that anyone who came within \$2.00 up or down would be in without further ado. (Some people paid \$26.50, some \$28.50, some \$30.00, etc.) If you are such a person, paid more than \$28.00, and would like a refund or a few free decals, please let me know. I will warn everyone, however, that if Member A who paid \$30.00 demands money back, I will dun Member B who paid \$26.00 for two bucks more.

All of this arose from my previous timeliness in getting issues out, which I knew would get me into trouble sooner or later. When the last one dragged out several weeks, right after I (or, more precisely our label-maker Steve Weinstein) had added expiration dates to the labels, some people concluded they had thrown Issue 9 away by mistake or that the Postal Service had lost it, or something, and got worried. I appreciate very much the loyalty thus demonstrated, apologize once more for the confusion and delay, and trust all is now straightened out. I will, however, remind all of you that I said, in Issue 8, that renewal and dues information would be mailed with Issue 9. It was. I didn't say Issue 9 would not be late.

SEPTEMBER'S SONG IS SUNG

I had hoped to provide some photos from the BCA National and the BCA Great Lakes Regional Meets; as things turned out, however, I was too busy at both events



FOUNDED BY DAVE LEWIS



to think about cameras. Fortunately, we do have some excellent photo coverage of two Pennsylvania shows by (who else?) Paul Culp (#508), and some California and Colorado cars. This issue is probably a bit long on pictures and short on text, but that has enabled me to catch up some lost time and move back toward a regular schedule. Normally there is no "November" issue; however, in order to move closer to reality:

THIS YEAR THERE IS NO "SEPTEMBER" ISSUE,
BUT THERE WILL BE A "NOVEMBER"

Please do not tell me you didn't receive September, because I will ignore all such complaints.

1937 FISHER BODY BOOK

I found that Bob's Automobilia sells a reproduction of the 1937 40- and 60- series body manual mentioned in the last issue. Therefore there seems to be no need for the Club to reproduce the book, and I am discontinuing my offer to do so.

1989 CLUB MEET(S)

An "Eastern" Club Meet will definitely take place in Ohio in September 1989. Your Editor and some other members have already surveyed several potential locations. More in the next issue. Preliminary work on a California event has also begun.

CALIFORNIA HIGHWAY PATROL CARS

I know that the California Highway Patrol (CHP), a state police force, used 1938 Century two-doors, because I have seen photos of them somewhere. I can also recall seeing a photo of a 1937 convertible sedan said to be a CHP car. A few years ago, I urged California members to check this out. A recent letter from Thomas Schuttish (#006) of San Francisco reveals that he has made a good start. Thom made a number of phone calls to Sacramento (that's the state capital, folks, in case you never heard of it) and found that: (1) the California Association of Highway Patrolmen publishes a magazine for its members called — logically enough — Highway Patrolman, and has all the '37 and '38 issues; and (2) the CHP Office of Public Affairs has photos of cars used by CHP over many years, but the person in charge of these archives doesn't know a Buick from a Ford. Both organizations said they would be happy to have a representative of the Club look through this material in Sacramento. (Whether we could borrow anything remains to be seen.)

Since both locations are open only during regular business hours (M-F, 9 to 5), and since Sacramento is about 85 miles from San Francisco, Thom thought it might be a while — maybe a long while — before he could get up there. Any members closer

Since membership renewal is still going on, and since Steve Weinstein, who produces our mailing labels, has just moved, and moreover, since Steve has been having trouble getting his new computer and printer to cohabit happily,

EXPIRATION DATES ON THE LABELS HAVE NOT YET
BEEN CHANGED.

IF YOUR LABEL SAYS "AUG. 31, 1988" DO NOT
WORRY. WE WILL FIX IT.

to Sacramento, or who have more free time, please try to look into this. Thom will give you the names, addresses and phone numbers, and I'm sure the librarians, or archivists, or whatever, will be glad to help you if you identify yourself and describe the Club. Let me know what you find. Even if we cannot borrow photos or negatives (remember, I cannot use xerox copies of photos), it would be interesting to find out facts — especially as to what, if any, special equipment was used. (An entire 1955 Buick — a hybrid Special — Century two-door sedan — was reportedly built specially for CHP, so it is at least possible something similar happened in earlier years.) Hop to this, Californians, I can't do everything.

TRIVIA: USED CARS

Someone — I forget now who it was, but thanks — sent me some pages from the March-April 1947 "Blue Book" of used car prices. One such page appears below. One thing is astonishing: the "average retail" prices of 1937 and 1938 Buick models were in 1947 as much as 85% of the original "list" prices. One the most exotic, well-cared-for, low-mileage 10-year old Porsche or Mercedes could today command 85% of its original price. Your "average" 1978 Buick would today probably go for 10-15%, if that. It seems to me that the 1947 prices reflect the strong market for used cars following the War, and, one would like to believe, the perceived desirability of the '37 and '38 Buicks as used cars. (They may also reflect the much lower mileage accumulations of those days, particularly in the years 1942-5.) Another interesting observation: the four-door convertible, today perhaps the most sought-after and certainly the priciest of models as an "antique," was then selling for about half its original cost. Compare that with the work-a-day two-door '38 Special, at over 85%.

46 BLUE BOOK					
Whole- sale	Vehicle Model	Body Type	Adv.Fac. Delv'd	Shp'g Wgh't	Average Retail
BUICK "8" Continued					
1937 8-40 Special Models Continued					
\$ 500	44	Sed. Comp. 2D-5	915	D 3484	\$ 700
\$ 510	48	Sed. Tr. 2D-5	940	D 3479	\$ 710
\$ 510	47	Sed. Comp. 4D-5	950	D 3509	\$ 710
\$ 525	41	Sed. Tr. 4D-5	976	E 3519	\$ 725
\$ 545	40C	Ph. Conv. Comp. 5	1257	F 3630	\$ 750
1937 8-60 Series Start Oct., 1934					
Own 3½x4½ motor; 37.81 H.P.; 3.90 G.R.; 126" W.B.; 15x7.00 tires; hydraulic brakes. Other specifications about same as 37-40 Series.					
CENTURY MODELS.					
Serial No. 2999497 up; Motor No. 6-3176225 up.					
\$ 535	68S	Cpe. Spl. O.S.	1142	F 3660	\$ 740
\$ 570	66C	Cpe. Conv. 2-4	1224	F 3715	\$ 785
\$ 525	63	Sed. Comp. 2D-5	1127	F 3724	\$ 725
\$ 540	68	Sed. Tr. 2D-5	1152	F 3739	\$ 745
\$ 540	67	Sed. Comp. 4D-5	1162	F 3754	\$ 745
\$ 550	61	Sed. Tr. 4D-5	1188	F 3749	\$ 760
\$ 575	60C	Phae. Conv. 4D-5	1479	G 3840	\$ 790
1937 8-80 Series Start Oct., 1936					
Own 3½x4½ motor; 37.81 H.P.; 4.22 G.R.; 131" W.B.; 16x7.00 tires; hydraulic brakes. Other specifications about same as 37-40 Series.					
ROAD MASTER MODELS.					
Serial No. 2990497 up; Motor No. 8-3176225 up.					
\$ 550	81	Sed. Tr. 4D	1418	G 4131	\$ 760
\$ 540	81F	Sed. Fml. Tr. 4D	1541	H 4216	\$ 745
\$ 565	80C	Phae. Conv. Tr. 4D	1756	I 4234	\$ 780
1937 8-90 Series Start Oct., 1936					
Own 3½x4½ motor; 37.81 H.P.; 4.63 G.R.; 138" W.B.; 16x7.50 tires; hydraulic brakes. Six-wheel, fender-well equipment. Other specifications about same as 37-40 Series.					
LIMITED MODELS.					
Serial No. 2999497 up; Motor No. 9-3176225 up.					
\$ 550	91	Sed. Tr. 4D-6	1966	I 4461	\$ 760
\$ 575	90	Sed. Tr. 4D-8	2140	J 4541	\$ 790
\$ 550	91F	Sed. Tr. Fml. 4D-6	2140	J 4541	\$ 760
\$ 550	90L	Limo. Tr. 4D-8	2242	J 4596	\$ 760
DEDUCT RECONDITIONING COST					

MARCH—1947—APRIL 47					
Whole- sale	Vehicle Model	Body Type	Adv.Fac. Delv'd	Shp'g Wgh't	Average Retail
Continued BUICK "8"					
1938 8-40 Series Start Oct., 1937					
Own 3½x4½ motor; 30.63 H.P.; 4.40 G.R.; 122" W.B.; 16x6.50 tires; hydraulic brakes. Rear leaf-type springs replaced by coil-type springs. Battery under hood.					
SPECIAL MODELS.					
Serial No. 13219848 up; Motor No. 43396937 up.					
\$ 610	46	Cpe. Bus. 2	945	D 3381	\$ 830
\$ 650	46S	Cpe. Spl. O.S. 4	1001	E 3425	\$ 875
\$ 680	46C	Cpe. Conv. 2-4	1103	E 3575	\$ 910
\$ 635	44	Sed. Spl. Comp. 2D-5	981	D 3515	\$ 860
\$ 650	48	Sed. Tr. 2D-5	1006	E 3520	\$ 875
\$ 680	47	Sed. Spl. Comp. 4D-5	1022	E 3535	\$ 885
\$ 690	41	Sed. Tr. 4D-5	1047	E 3560	\$ 910
\$ 700	40C	Phae. Conv. Comp. 5	1406	G 3705	\$ 935
1938 8-60 Series Start Oct., 1937					
Own 3½x4½ motor; 37.81 H.P.; 3.90 G.R.; 126" W.B.; 15x7.00 tires; hydraulic brakes. Other specifications about same as 38-40 Series.					
CENTURY MODELS.					
Serial No. 13219848 up; Motor No. 63396937 up.					
\$ 650	68S	Cpe. Spl. 4	1226	F 3690	\$ 875
\$ 680	66C	Cpe. Conv. 2-4	1359	G 3815	\$ 905
\$ 650	68	Sed. Tr. 2D-5	1256	F 3760	\$ 875
\$ 660	67	Sed. Spl. Comp. 4D-5	1272	F 3785	\$ 885
\$ 680	61	Sed. Tr. 4D-5	1297	F 3780	\$ 905
\$ 700	60C	Phae. Conv. Comp. 5	1713	H 3950	\$ 935
1938 8-80 Series Start Oct., 1937					
Own 3½x4½ motor; 37.81 H.P.; 4.18 G.R.; 138" W.B.; 16x7.00 tires; hydraulic brakes. Other specifications about same as 38-40 Series.					
ROAD MASTER MODELS.					
Serial No. 13219848 up; Motor No. 83396937 up.					
\$ 645	87	Sed. Spl. Comp. 4D-6	1645	H 4245	\$ 870
\$ 665	81	Sed. Tr. 4D-6	1645	H 4245	\$ 890
\$ 645	81F	Sed. Tr. Fml. 4D-6	1758	H 4305	\$ 870
\$ 690	80C	Phae. Conv. Comp. 6	1983	I 4325	\$ 920
ADD FOR SPECIAL EQUIPMENT					

COVER CARS: A little trick photo printing by Paul Culp gives the impression of shimmering heat, which is what this past summer had in plenty.

● PHOTO ALBUM ●



Examples of the breadth of Buick's line in '37 and '38 -- a Special coupe and a Limited -- were photographed by Harry Logan (#651) at the BCA West Coast Meet in Sacramento, held August 5-7. (The Limited appears to have a sealed-beam headlight conversion.) Harry was not able to identify the owners.





James Tyler (#227) of Denver posed his nice-looking 1937 model 41 for us in the Colorado sunshine. (Another sealed-beam headlight conversion.)

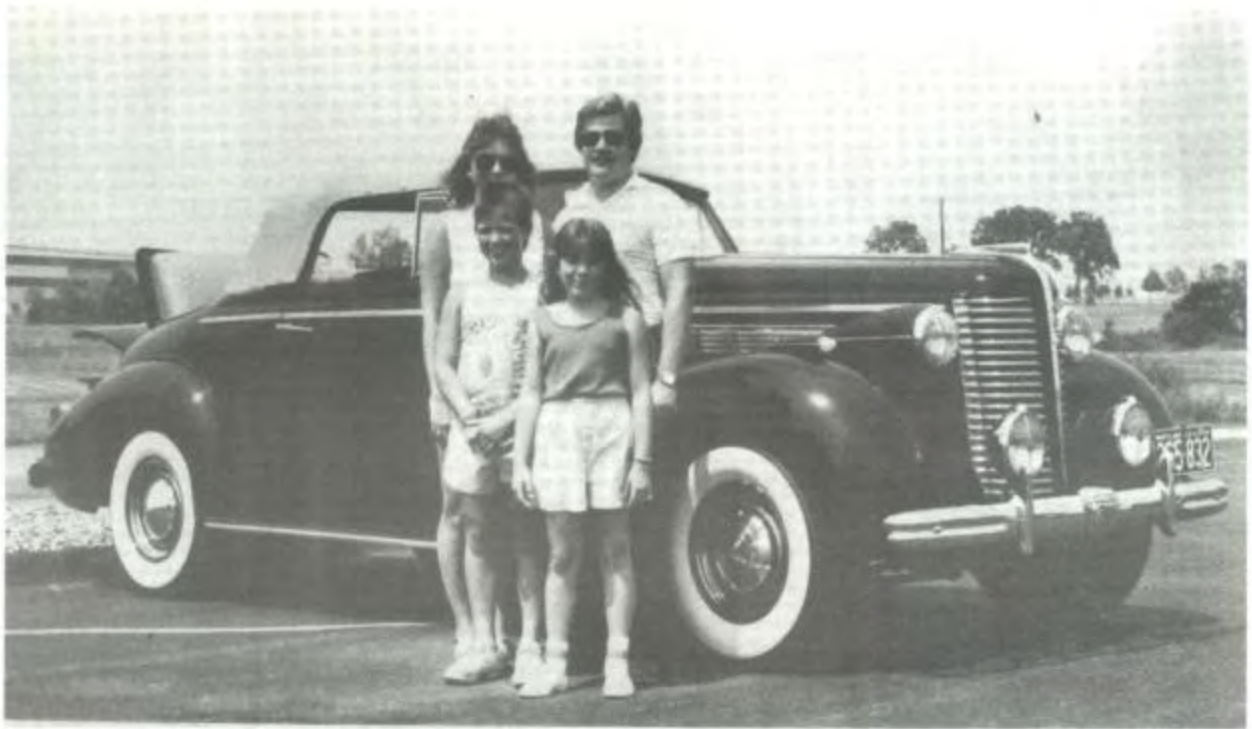


Pennsylvania Shows

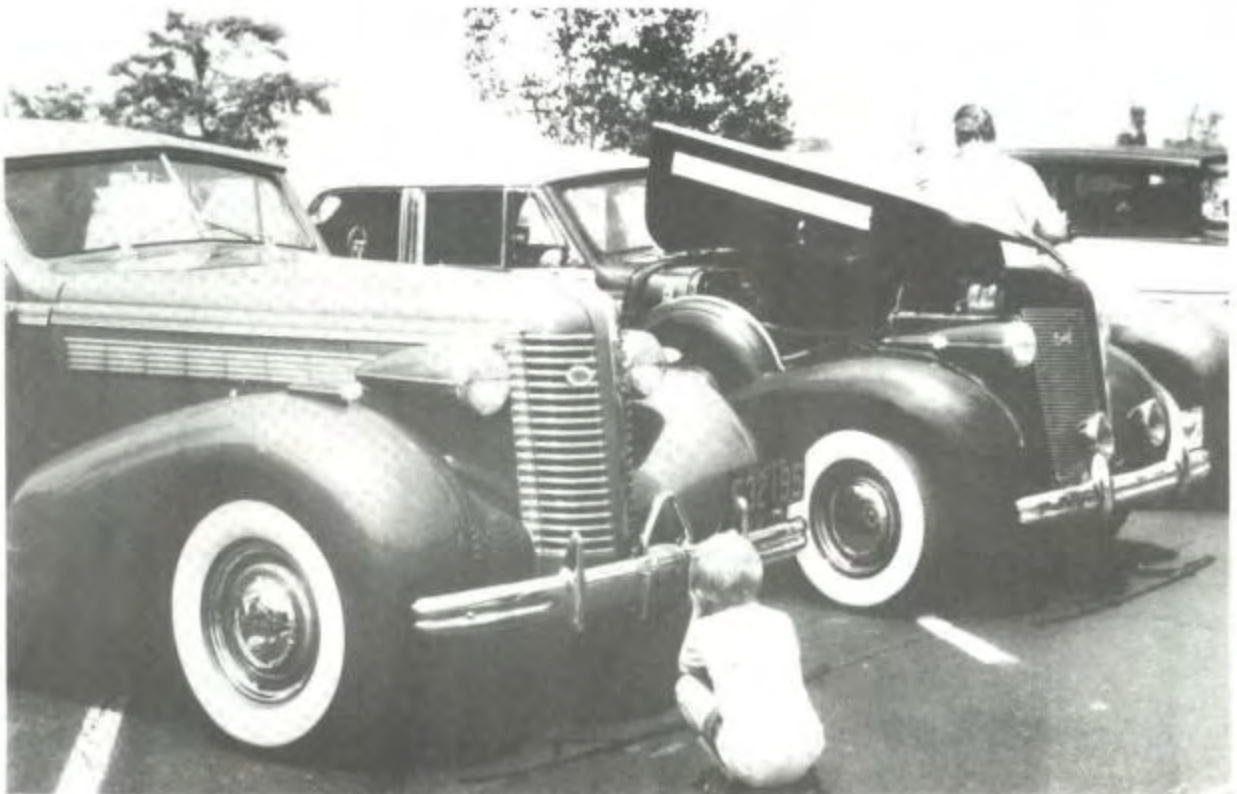


The BCA Eastern Region Meet was held July 14-16 at Bethlehem, PA. David Bylsma's (#117) 1938 Century convertible in the foreground. (Back around 1984 we featured photos of this car in rough pieces; looks pretty nice now, doesn't it?)

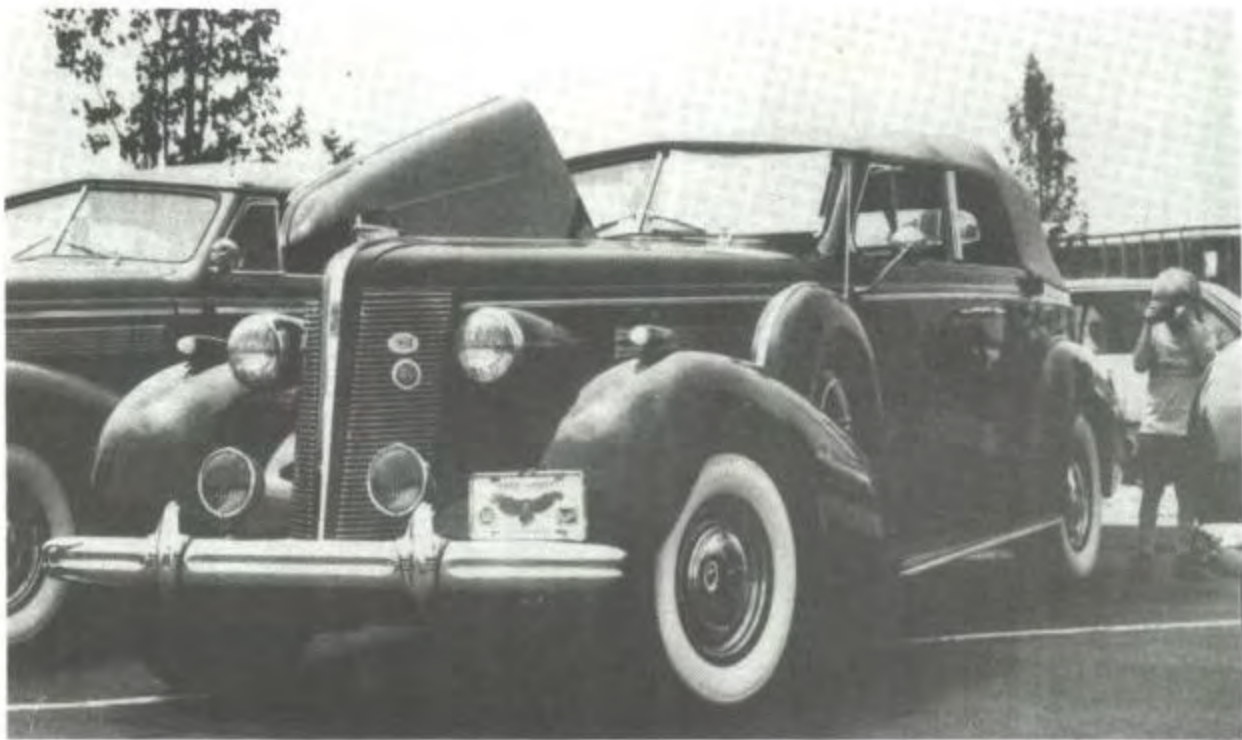
PENNSYLVANIA SHOWS PHOTOGRAPHY BY (WHO ELSE?) PAUL B. CULP



David and Linda Bylsma plus children plus '38 model 66-C. (Notice the interesting and unusual driving lamps; not Trippe Lights.) The week before the BCA Eastern show, David and his father were at Flint. On August 6 he showed up at the "Macungie Show" in Pennsylvania. Who knows where else the Bylsmas have been!



A young student of the classic auto inspects bumper badge on 1938 Special convertible owned by Paul Cusano (#052). Or is the kid wilting in the 90-plus heat?



Unidentified but very nice-looking '37 Special convertible sedan with vintage fog lamps at Bethlehem. Seems to be the same kid, taking photos.



DAS AWKSCHT FESCHT: "Pennsylvania Dutch" for "The August Festival." Also known as "The Macungie Show," this event in Lehigh County, Pennsylvania, drew several members. What are three differences between '37 80-series convertible sedans and their 40 and 60-series counterparts? What feature of the '37 Roadmaster four-door convertible is found on no other '37 Buick model? Examination of this picture will reveal the answers.



BUICK



Another Pennsylvania Beauty

the misjuns family

susan, o.j.

michael, matthew & martin

AUGUST 23, 1988

MR. WILLIAM E. OLSON
THE TORQUE TUBE
842 MISSION HILLS LANE
WORTHINGTON, OHIO 43085

DEAR BILL,

ATTACHED PLEASE FIND PICTURES OF MY RECENTLY COMPLETED RESTORATION OF MY 1938 MODEL 37 BUICK SPECIAL. WE JUST CAME BACK FROM THE NEW HOPE PA. AUTO SHOW WHERE WE WON TWO FIRST PRIZES. DIVISIONS WON WERE CARS OF THE THIRTIES AND GENERAL MOTORS BUICK DIVISION.

THE RESTORATION WORK WAS DONE BY GREY HILLS AUTO RESTORATION OF BLAIRSTOWN N.J. IT WAS A LONG, TEDIOUS, AND EXPENSIVE ORDEAL, BUT WELL WORTH THE FINISHED PRODUCT.

I HAVE OWNED THE CAR FOR FOUR YEARS. I PURCHASED IT FROM A TURKISH FELLOW WHO HIRED HIMSELF OUT AS A BODYGUARD AND WOULD SOMETIMES USE HIS 38 AS THE VEHICLE TO DRIVE HIS CUSTOMERS. ONE OF THE PEOPLE WHO USED HIS SERVICES IN THE PHILA. AREA WAS THE YOUNG CASSIUS CLAY.

I NOW LOOK FORWARD TO MANY YEARS OF PLEASURE FROM MY 38 NOW THAT IT IS FINALLY HOME AND VERY ROAD WORTHY.

YOURS TRULY,

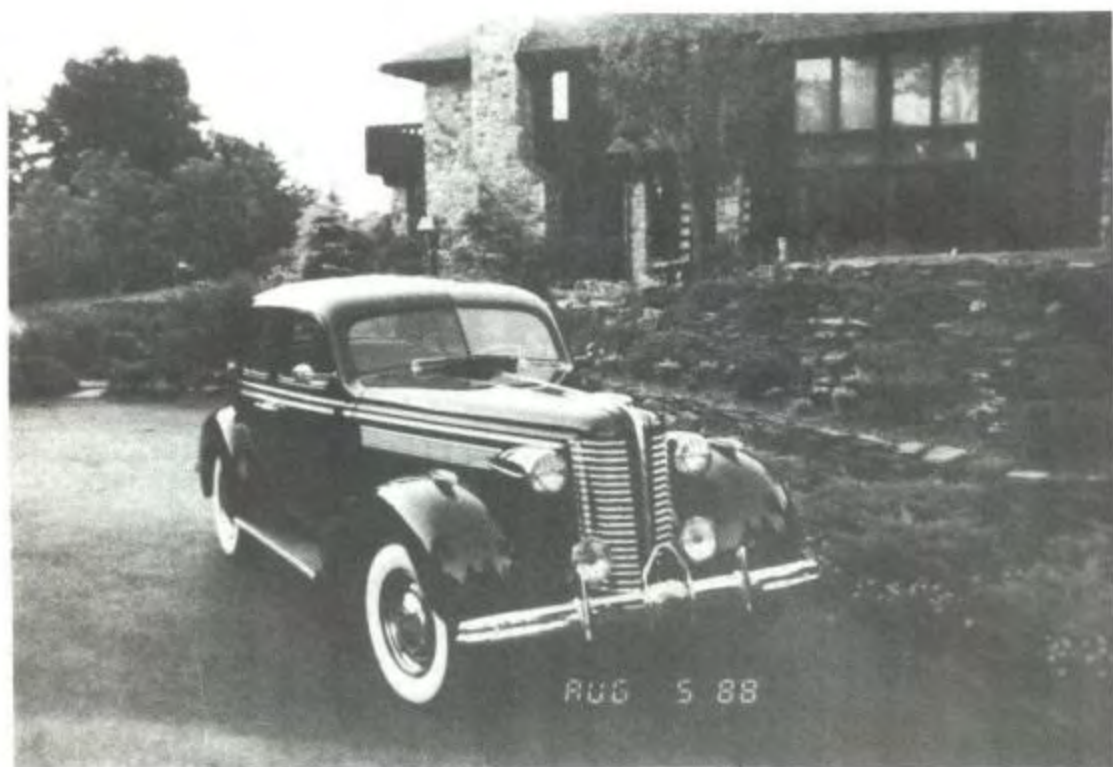

O.J. MISJUNS

1023 highland rd. newtown, pa. 18940
860-8799



Thanks to O. J. (who goes only by his initials) for these very appealing pictures. There is a troubled history behind the present state of things. A former "restoration" shop, which regrettably was once pictured in these pages, did some slip shod work on this car, which had to be done over. Everything looks great now, and we hope there are many years of pleasure in store.







TECHNICAL TIPS



The series on Engine Rebuilding will resume in the next issue.

ODD CAUSES FOR POOR IDLE

There are a number of possible causes for rough idle, or the inability of some engines to run at all at normal idle speed (500 RPM or thereabouts). Some such causes are more-or-less obvious, and some may be less than obvious. A few of the latter are discussed below:

1. Large Series Manifold Drain. On the 320 engine a fitting connects the center of the intake manifold to a copper pipe. The pipe is intended to drain excess gas to the road in the event of flooding. Inside the fitting is a check valve, which is nothing more than a ball and seat. When the engine is not running, gas can drain past the ball into the pipe. When the engine runs, the manifold vacuum pulls the ball against the seat, closing off the pipe. If the ball gets stuck, due to accumulated gunk, in the open position, you will have a vacuum leak, and the engine will run poorly at low RPM. The cure is to remove the fitting and clean it out so that the ball can move freely. This is easily done with two wrenches, a bit of lacquer thinner and a couple of pipe cleaners.
2. Plugged Idle Tubes. This is carburetor work, but it's not hard, and persons who are half-way handy can do it. The carb need not be removed from the car. The Stromberg carburetor may--like all of Gaul*--be divided into three parts: the cast iron base, which contains the throttle valves and the idle air bleed needle valves; the main body, which contains the float chambers & jets; and the top, which has the air horn, butterfly, and the floats. Remove the air cleaner, disconnect the accelerator pump linkage from the throttle lever, pull out the choke cable, remove the several filister-head screws which hold the top section in place, and then remove the top. The accelerator pump plunger and the two floats will come out with it; be careful not to damage these, or the paper gasket: you will need either to re-use the gasket, which is generally possible, or find or make a new one, which is not easy. Peering now into the body of the

* Bill Shipman (#617) said he liked the Latin in the last issue. How about this, Bill: Strombergia est omnis divisa in partes tres. (Apologies to Caesar's Ghost).

carburetor, you will see two brass gizmos with screwdriver slots in them. Unscrew them and remove. These are the idle tubes. They have little holes in both ends. Inside each tube is--yes, another ball, another check valve. (How they got the little balls inside these little tubes is, to me, a marvel of machine work.) Shake the tube: if you hear a rattle, all is OK. If you don't, the ball is stuck and you have a problem. Soak the tubes in lacquer thinner or carb cleaner for a while and poke little wires down the holes, until the balls are freed up. Then put everything back together. This has worked improvement in several cars I know about. An excerpt from the 1937 Dealer Service Bulletins dealing with this problem appears below.

(BPS 2.00 - Pages 299 & 300)

BPS 2.81
PAGE 49

Some early 1937 Series 40 Stromberg equipped cars have been found on which it is difficult to obtain proper idle adjustment, because the idle adjustment screws have to be turned in too far.

ENGINE IDLE -
1937 40

This condition is caused by the throttle valve being in such a position at 7 to 8 M.P.H. to allow the secondary idle holes to feed too much at idle speeds, or else idle tubes No. 4 (See Fig. No. 6-54 1937 Shop Manual) are not working properly.

The idle tubes No. 4, (Fig. No. 6-45 1937 Shop Manual) should first be inspected to see that the ball check valves inside the tube are not stuck due to gum or any other foreign material. These may be washed out with alcohol. When the tubes are replaced they should be screwed down tight, as leakage around the tubes will cause an erratic idle.

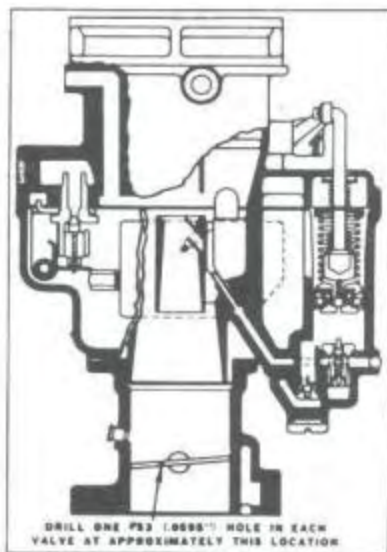


Fig. 55

If idle tubes are found to be O.K. and idle screws are less than 5/8 turn open after adjusting idle, proceed as follows:

Drill one #53 .0595 hole through each throttle valve (approximate location shown in Fig. 55), similar to the Series 60 carburetor, and 1935 Series 40 carburetor. This correction should only be used as a last resort, as the mileage at low speeds may be reduced from 1/2 to 1 mile per gallon.

These holes will allow slight closing of the throttle, resulting in less feed thru the secondary holes and still maintain a 7 to 8 M.P.H. idle.

Drilling the holes to overcome the condition outlined above will result in a less sensitive idle adjustment.

CARBURETOR REBUILDS

For some time, I have recommended Jim Alexandro as the pre-eminent fixer of carburetors, and many members have sought and received his services with satisfaction. When it comes to anything more than simple repairs on carburetors, a real expert is what you need. Such an expert is not likely to be found at the corner garage, as the following excerpts from a letter from John Breen (#533) make painfully clear.

"My technical expertise is largely limited to calling Dave Lewis and other club members to help me out of some jam or other that I've created for myself. (If I were Will Rogers, I'd be saying 'All I know is what I read in the Torque-Tube.')

I've enclosed a note from Jim Alexandro that needs only some background.

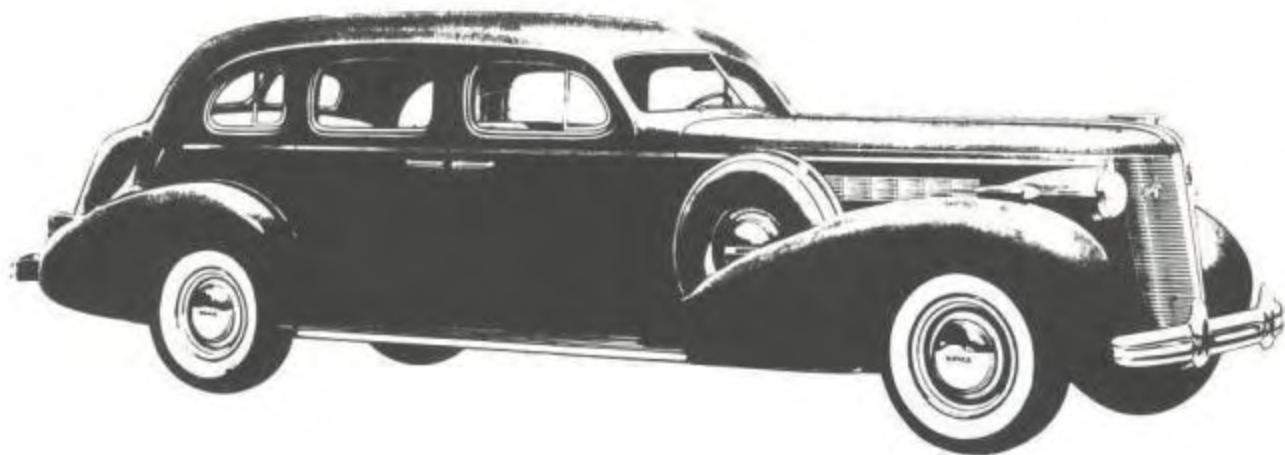
Because of a hereditary condition endowing me with eight or nine thumbs, I let my friendly corner mechanic rebuild the carb on my 1937 Roadmaster. 'I can get a kit,' he told me. 'No big deal.' Since he said he wouldn't even charge me (except for the "kit"), I figured, what the heck....

I should've been suspicious when he said he didn't need the shop manual and knew a guy who knew how to get "kits."

The car started, and ran, and less than a mile from the corner mechanic's corner, I knew something was dreadfully wrong. I sent the carb to Woodside, N.Y. and it was returned with this note. The car purrs. The note belongs in Ripley's "Believe It or Not." I learned lesson # 1,438 in life's attempt to teach me not to go for the easy way."

The Alexandro note says, among other things: "Someone has tried to rebuild this.... The wrong gasket was used, resulting in two vacuum leaks....A Parker needle and seat was used....installed backwards...The float was full of gas....It's a wonder the car ran, but I guess the vacuum leaks helped overcome the excess gas flooding into the carb. You should notice considerable improvement now."

There certainly are virtues in "kits"--brake cylinders are a good example. But "kits" have become so ubiquitous, and so far relied upon by the average so-called "mechanic," that he has no idea how the device he's working on (or monkeying with) functions, only how to put the "kit" in. A good mechanic will send you to an expert when he's in over his head. Would you expect a medical GP to do arthroscopic surgery on your knee? The Jr. High School band director to do the horn solo in William Tell? The local church choir tenor to sing Siegfried? (At least there are no "kits" for playing the English horn or singing Wagner, and--one assumes--none for fixing knees either.) When it comes to carburetor rebuilds, pay the money and get the best.



GIVE 'EM A BREAK!

When you employ the services of any antique car specialist, please bear in mind that the good ones are very busy and that one man can reasonably be expected to do only so much. Both Jim Alexandro and Ron Lekse of RBR Electronics (generator and starter rebuilds) have told me recently that they are overwhelmed with work: Jim is working seven days a week, hasn't had a vacation in many months, and--he says--is seeing carburetors in his dreams. Good people value their reputations and want to satisfy their customers, and fast turnaround is something we all enjoy getting. But, please, don't push these people too hard. No one can do good work under high-pressure conditions day in and day out. If you can wait a couple-three weeks--and most everybody can--say so. Plan ahead. Don't send off your carb or your generator or your fuel pump three days before your 1,000-mile tour. (An exception to this is--I suppose--your average body-and-fender man, who must be badgered constantly to get anything done at all. However, most body men are crazy--it comes with the territory.)

1937 PRODUCTION CHANGE - DOOR HANDLES

The following Dealer Service Bulletin, which is more or less self-explanatory, deals with a production change on 1937 outside door handles. Members with '37 cars may wish to be cautious about swap meet purchases, as the acquired handle may not match. Matching aside, members are also reminded that any outside handle will work on any door. Thus, if you wish to change the locking handle to the left, simply exchange handles. Or if the present undersides of your handles are better looking (i.e., less pitted) than the tops, change sides right-to-left and left-to-right. (An article on removal and repair of door handles appeared in Vol. V, Issue 8.)

DOOR HANDLES
- OUTSIDE
- 1937 MODELS

A new type of outside door handle has been put in production and all cars now being shipped are equipped with this second type handle. It has the following improvements over the old or first type handle.

1. The shank is straight instead of being off-set or bent.
2. The ornamental flange or base is angled to match the contour of the door panel.
3. The grip portion is set out $1/4$ " further from the door panel in order to obtain additional finger clearance.

The differences between the two types of handles are clearly shown in Fig. 56, which gives dimensions and part numbers of both locking and plain handles for identification and assistance in ordering.

It will be noted that since the second type handle projects $1/4$ " further from the door panel than the first type, it is impracticable from the standpoint of appearance to replace a single handle on a 4-door job with other than the same type of handle already installed.

On a coupe or 2-door sedan, however, either type of handle can be used on either side without detriment to the appearance, since only one handle is visible at one time.

Hence, when a broken or defective handle on a 4-door job is to be replaced, the old handle should be removed and compared with the illustration and a new handle of the same type installed. In the case of a 2-door job it is recommended that the second type be installed in every instance.

When installing a locking handle other than the type removed, note that a new cylinder shaft, Group 10.554, must be used in the assembly of the handle, since the length of this shaft corresponds to the length of the handle shank. The locking cylinder and other parts removed from the old handle, with the exception of the shaft, may be used with the new handle.

Neither the first nor second type handles are drilled for the retaining screw and the following instructions, reprinted from PSC-264, are applicable to either handle and should be carefully observed:-

"In fitting a replacement handle, enter same in the lock and turn the handle downwards, allowing sufficient clearance between the flange and the door panel in this position to avoid scraping the Duco finish. Then spot the hole for the retaining screw through the hole in the panel facing, remove handle and drill. NOTE THAT IF HANDLE IS FITTED IN HORIZONTAL POSITION AND DRILLED ACCORDINGLY, IT WILL BIND IN VERTICAL POSITION."

It should be noted that this new handle constitutes an improvement in design and no campaign is intended or authorized. Second type handles should not be installed gratis to replace first type except for reasons which would bring the replacements under the terms of our Owner Service Policy.

(CONTINUED)

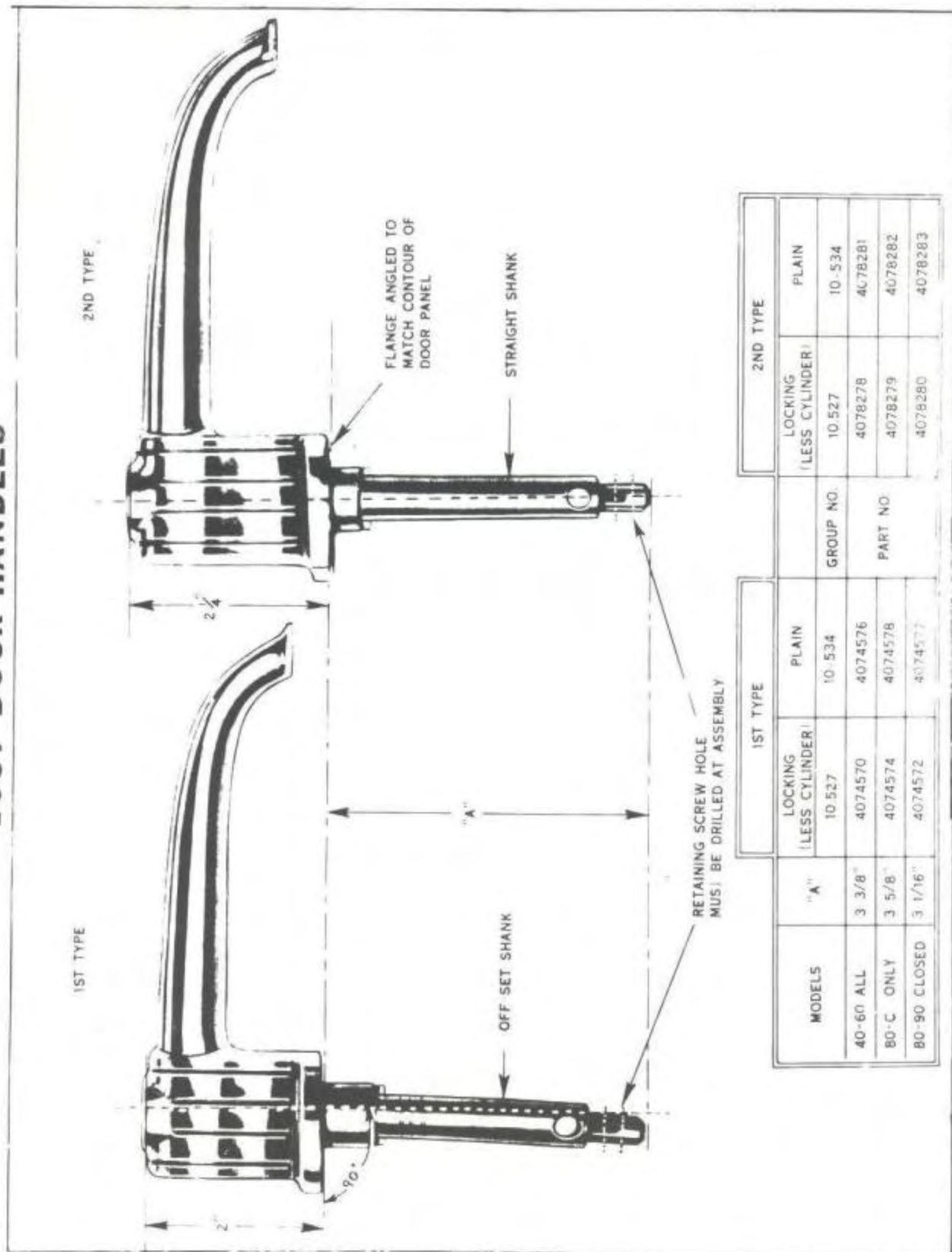


Fig. 56

clutch chatter

A question from one of our "Aussies," Danny Harris, prompted me to ask Bob Pipkin (#076) to write the following article. Concerning clutch "chatter," or "shudder," or whatever you want to call it, Danny had heard what many of us have heard from pre-war Buick owners: "Oh, they all do that." Danny said he was convinced Buick could not have failed to design a car with a smoothly-operating clutch. He's right, and the "before" and "after" performance of my own '37 Roadmaster bears him out. Before Dennis Lander of Lander's Antique Autos in Elyria, Ohio rebuilt the clutch and corrected the leak of oil from the engine into the bell housing, the car shook so much in first and reverse that the whole exhaust system had been loosened. Now there's not a hint of chatter.

The problem with clutch chatter is that there are several possible causes and cures, and care must be taken to guard against and eliminate all of them. Oil on the disc is the most common cause, and even a very small amount can cause trouble. Most people will immediately blame the rear main bearing seal, but this is by no means the only possible culprit. Likewise, oil is not the only cause for clutch chatter.

Long-time members will know that Bob Pipkin has been taking Buicks apart and putting them back together for decades. (I believe Bob started out racing straight-8's in the 1950's and beating the pants off "Rocket" V-8's, but that's another story.) He has never hesitated to share the knowledge and experience gained over all that time; in addition to his own '38 Century, there are many sweet-running testimonials to this sharing. It was natural, therefore, that I turned to Bob for help with this subject, and he has come through as usual.

«HOW TO SILENCE IT»

ARTICLE BY WILLIAM "BOB" PIPKIN

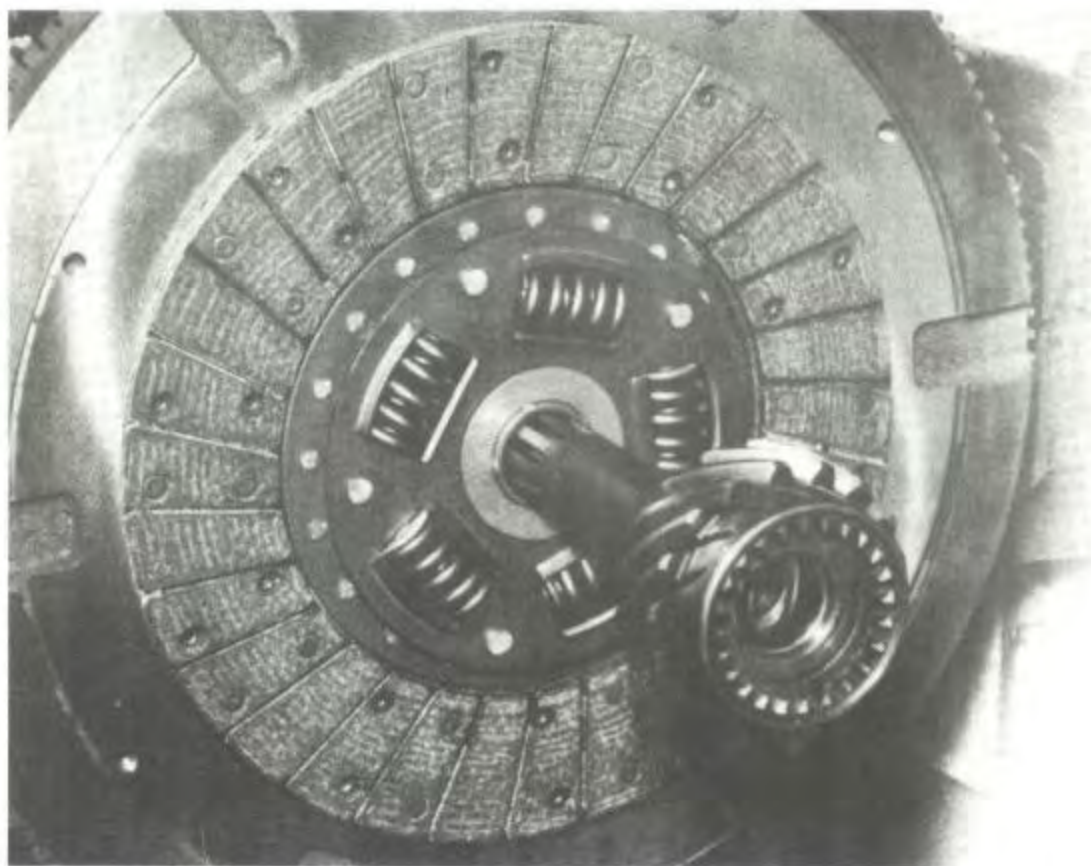
Regarding clutch chatter on the 37-38 Buicks: The cause is usually oil on the clutch disc or a mechanical problem. I've addressed both as follows:

I. OIL ON THE DISC

Oil can get to the clutch disc from the engine or the transmission. A faulty rear engine main bearing seal will allow oil to blow back on the fly wheel and eventually work its way around and get on the clutch disc. A faulty or over-greased pilot bearing in the end of the crankshaft will also allow oil to work its way along the clutch shaft and onto the clutch disc. The obvious cure here is to replace the rear main bearing seal or the faulty pilot bearing.

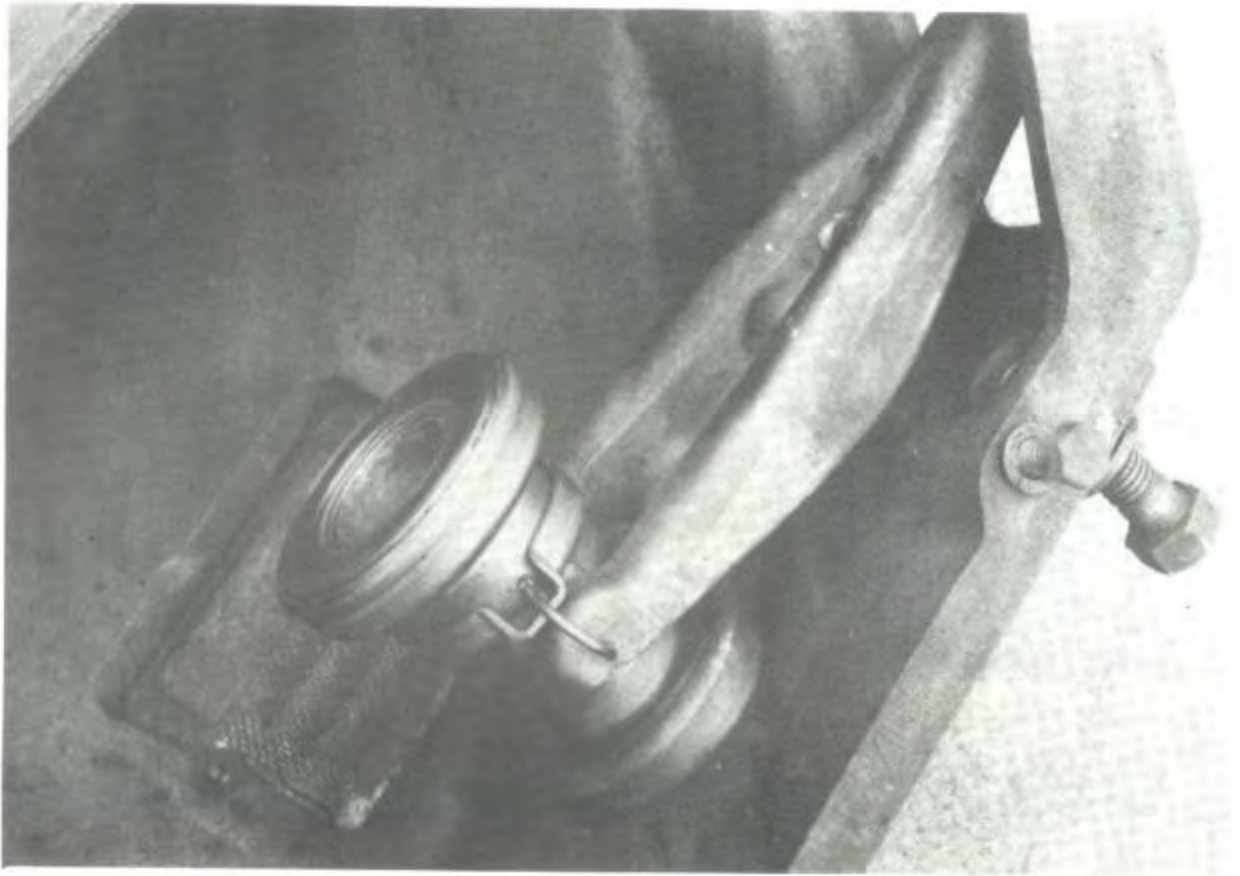
The other source of oil getting to the clutch disc is from the transmission. A worn front transmission bearing or leaking transmission case where the front bearing is located can allow oil to creep forward on the clutch shaft and get onto the clutch disc. I correct this problem by using a double-shielded front transmission bearing and make sure the bearing bore in the transmission is tight. Always use a gasket between the transmission and the bell housing. On a 1938 transmission make sure the leather oil seal is correctly positioned on the clutch shaft. Also on the 1938, make sure the snap ring retainer is in place to hold the throw-out bearing collar in the bell housing. If this is not in place, the front transmission bearing "floats" back and forth and will cause oil to come out of the transmission. It will also cause the transmission to jump out of gear, especially high gear.

Editor's Note: Another possible source of oil is the seal between the engine block and the pan. This apparently was the source of clutch contamination in my car. A former owner had replaced the oil pan bolts, but the replacements were slightly too long, and the rear of the pan was not taken up snugly against the gasket. Over time, this allowed oil to be drawn past the flywheel; the effect is the same as that of a bad rear main seal.



Clutch disc centered on resurfaced flywheel using the splined shaft from the transmission for alignment. (Note: That is not a '38 Buick disc; if you want to know what it is, contact Paul or the Editor.)

PHOTOS ACCOMPANYING THIS ARTICLE ARE BY (WHO ELSE?) PAUL B. CULP



Clutch lever and throw-out bearing.

After all the corrective measures have been taken to correct the oil leak, then proceed to install the clutch very carefully using these steps:

1. Always use guide dowels in the bell housing to support the transmission when you are trying to fit the transmission up to the engine.
2. Apply a "very small" amount of high-temperature bearing grease in the pilot bearing bore.
3. Apply a small amount of powdered graphite to the splines of the clutch shaft; mix with a little water to form a paste.
4. Slide the transmission very carefully onto the dowels until the clutch shaft splines engage the splines in the clutch disc. Then, the transmission should slide easily up flush with the bell housing. Install the four transmission bolts evenly and torque to the specifications.

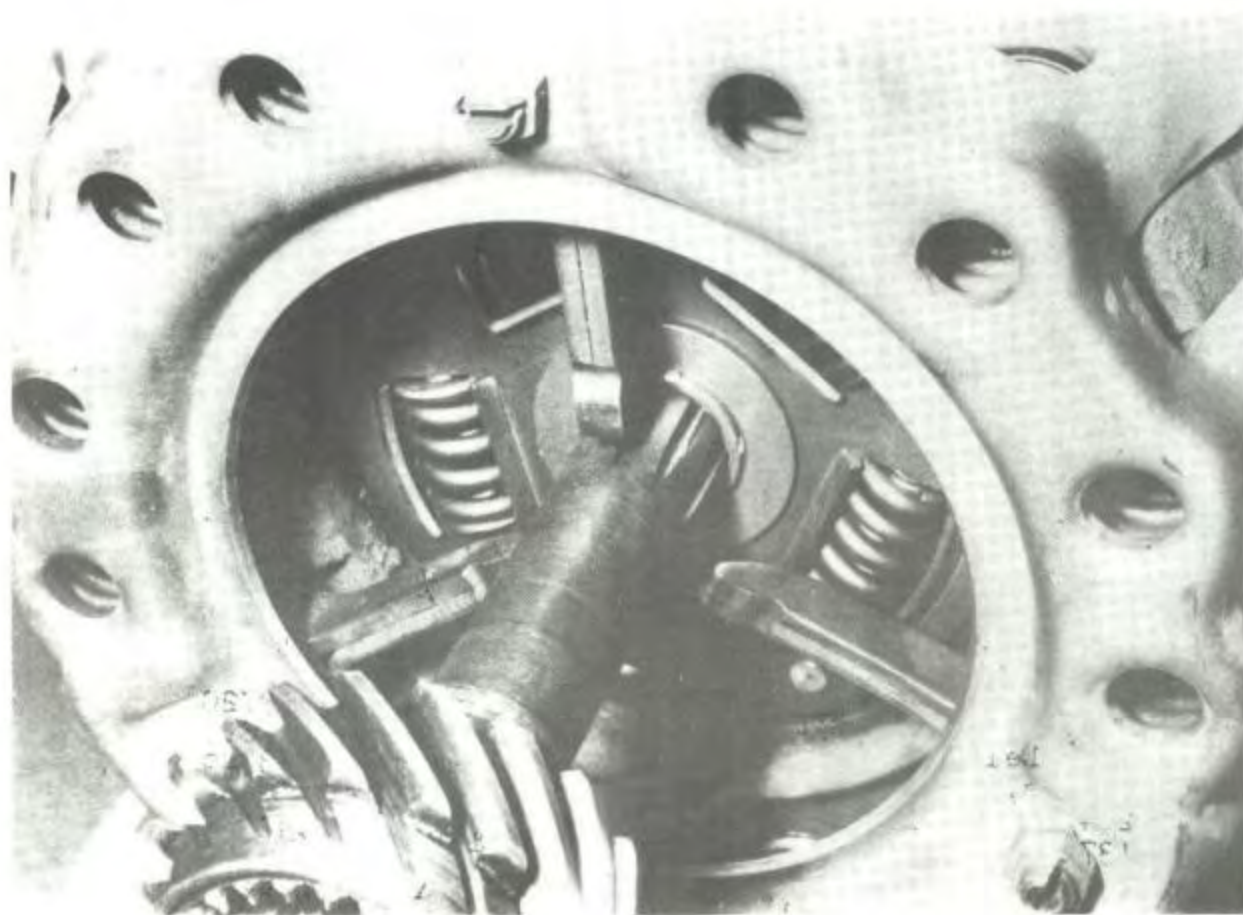
II. MECHANICAL PROBLEMS

Mechanical problems will also cause clutch clatter; here are the most common ones:

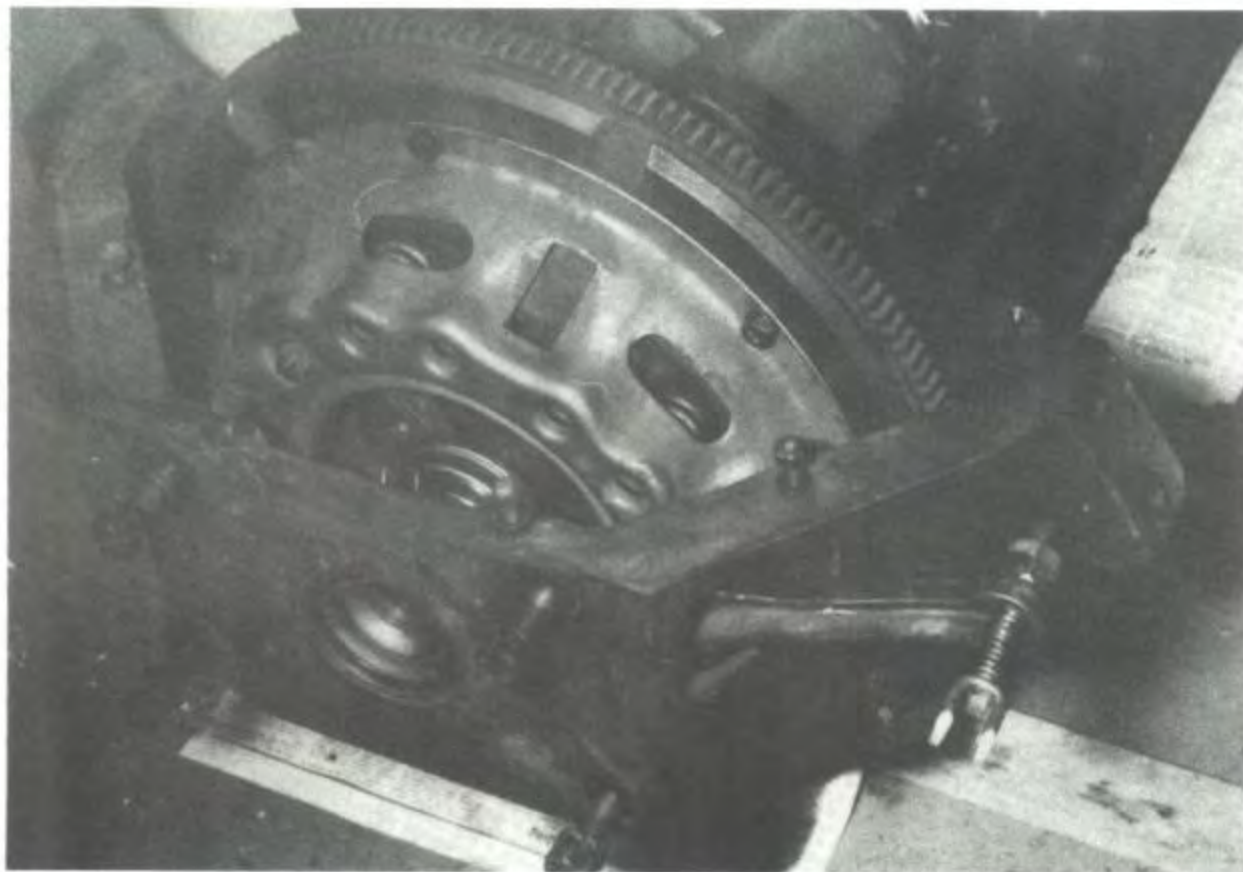
1. Warped flywheel or pressure plate.
2. Clutch pressure plate fingers adjusted unevenly.
3. Warped clutch disc.
4. Bad transmission mount or rear engine mounts.
5. Rear transmission anti-chatter rod missing or not adjusted correctly.

The clutch disc should have no more than .025" "run-out" or it can chatter on engagement. The same applies if the three fingers on the pressure plate aren't all adjusted evenly. The flywheel shouldn't have more than .055" run-out or a vibration will persist and the clutch could also chatter.

If good quality parts are used and care is taken in assembly, there shouldn't be a clutch chatter problem. However, if all the precautions have been taken and there is still a slight chatter, I've cured it by slipping the clutch slightly in high gear. This will put a slight glaze on the surfaces of the disc and usually take out the chatter. Don't slip the clutch long enough to build up heat; just ten seconds or so for a couple times should do it.



Pressure plate housing, showing the three "fingers" and their adjustment nuts. The transmission main shaft is seen passing through the pressure plate and disc.



Complete assembled unit (upside down in this view). Transmission is affixed to the four bolts.



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- (1) Only ads for 1937 and 1938 Buicks and parts suitable for use thereon (or literature relating directly thereto) will be printed. No exceptions. If you wish to sell a '55 bumper, or a book on Reo trucks, put an ad in Hemmings or Cars & Parts. The reason for this is, or should be, obvious.
- (2) One photo not exceeding 3"x5" may accompany a Car for Sale ad, and will be printed if space is available.
- (3) Ads will be run once, unless you ask for a repeat. In no case will the same ad be run more than three times in succession. If you haven't sold it by then, no one wants it or your prices are excessive.
- (4) The Editor may amend ads for the purpose of achieving clarity, or deleting impertinent or scandalous matter. If your ad is unintelligible or grossly confusing to the Editor, it will be returned with a request that you explain what in hell you want to sell or buy. (This has happened.)
- (5) Members are expected to describe cars or parts offered for sale accurately and honestly. This is a club for the mutual benefit of members, not a Turkish Bazaar. The Editor will attempt to screen out obvious errors, but neither he nor the Club are responsible for any representations made in ads.



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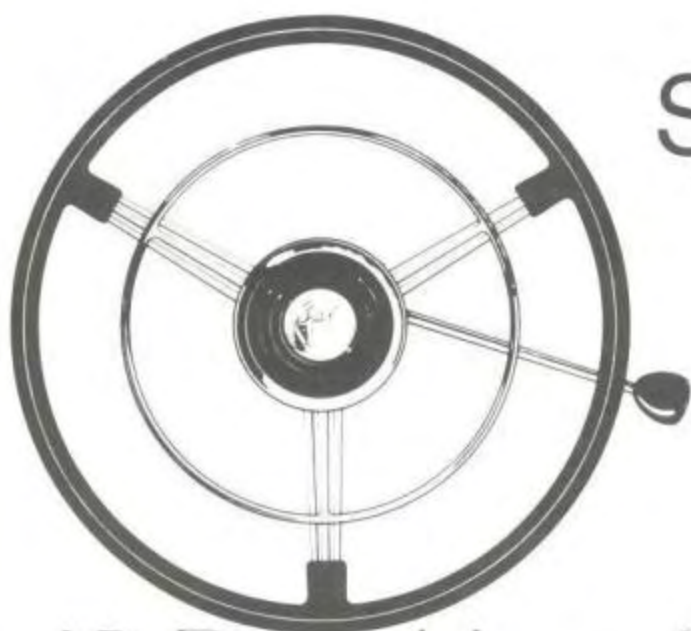


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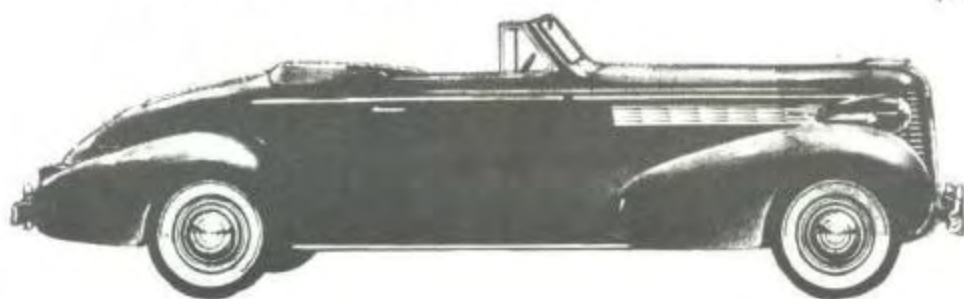
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